

Comment Set 10

Councilmember Thomas K. Butt



April 7, 2006

Ms. Valerie Van Way
California State Lands Commission
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825

Subject: Draft Environmental Impact Report for the Chevron Long Wharf Marine Terminal Lease Consideration. SCH No. 98112080. CSLC EIR No. 688

Dear Ms. Van Way:

Attached are two letters, one from me to Paul Thayer dated June 7, 2000, and one from TRAC to you dated April 4, 2006. I request that both letters be considered as part of this file.

I agree completely with the TRAC letter, which explains that Chevron's lands supporting Long Wharf operations have been impediments to closing the Bay Trail gap connecting Richmond's spine Bay Trail with Point Molate and the rest of the Point San Pablo Peninsula, as well as with the Richmond/San Rafael Bridge.

I am requesting the following mitigation:

1. Public access easements for a two-way, multi-use Class I Bay Trail segments connecting:
 - Tewksbury Avenue with the existing trail on the south side of the Richmond/San Rafael Bridge toll plaza area and
 - The north side of I-580 corridor with the City of Richmond's former Point Molate Naval Fuel Depot via the planned shoreline Bay Trail route and
2. Funds to design, permit and build the Option 2 Bay Trail in the 7/31/01 Questa Feasibility Study of Bay Trail Routes to the Point San Pablo Peninsula.

In addition to all the points made in the TRAC letter and in my letter of 2000, I want to put some historical perspective on the interruption caused by the long wharf between the northern and southern sections of Western Drive. Before the acquisition of land for what is now the Chevron refinery, most of the area occupied by the refinery was tideland inundated by water at high tide, effectively making the *Potrero of San Pablo* an island.

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